

<b>RTIP ID#</b> <i>(required)</i> RIV09092					
<b>TCWG Consideration Date:</b> 8/23/2011					
<b>Project Description</b> <i>(clearly describe project)</i>					
<p>This segment of I-215 was completed in 2005 as part of the Riverside I-215 Corridor Improvement Project. The improvement consists of adding two HOV lanes, construction of direct fly-over connectors, and vertical and horizontal realignment of SR-91 to improve geometric and drainage facilities.</p> <p>Within the project limits, I-215 consists of one (1) HOV lane, three (3) to four (4) mixed-flow lanes, 14 foot inside and 10 foot outside shoulders in each direction, divided by a concrete barrier. On the southbound direction, there are 4 mixed-flow lanes that start from I-215/SR-60/SR-91 Interchange (West Junction) and tapers down to 3 lanes at the Blaine Street interchange and continues with 3 lanes to University interchange with the addition of a short auxiliary lane connecting Blaine Street entrance ramp and University Avenue exit ramp.</p> <p>The existing number 4 mix-flow lane was dropped at the vicinity of Blaine interchange where traffic from: (a) EB SR-60 (one HOV and three mix-flow lanes), (b) EB SR-91/SB I-215 fly-over connector (two mix-flow lanes), and (c) SB I-215/SB I-215 connector merge together.</p> <p>It is proposed to extend the southbound existing number 4 lane from the Blaine Street entrance ramp to University Avenue exit ramp. The extension of the traffic lane is accomplished by restriping and utilizing most of the inside shoulder and at most two feet of the outside shoulder (see attached plans).</p>					
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing state highway					
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b> In the city of Riverside, Route 215- PM 41.66 to PM 42.36 Caltrans Projects – EA# 0N890				
<b>Lead Agency:</b> Caltrans					
<b>Contact Person</b> Tony Louka	<b>Phone#</b> (909) 383-6385	<b>Fax#</b> (909) 383-6494	<b>Email</b> tlouka@dot.ca.gov		
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> X <b>PM10</b> X					
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
X	<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b>					
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>					
Exempt		X	<b>Section 6004 – Categorical Exemption</b>	<b>Section 6005 – Non-Categorical Exemption</b>	

<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2/26/2010	9/1/2011	9/8/2011	7/12/2012
<b>End</b>	9/30/2011	12/15/2011	1/16/2012	11/1/2012

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

The purpose of the project is to:

- Relieve congestion from bottle neck caused by lanes dropped.
- Improve operational efficiency for vehicles on eastbound I-215.

The project is needed because:

- The deficiency is caused mainly by the existing number 4 mix-flow lane being dropped at Blaine interchange where traffic from connectors merges together.
- The operational deficiency is caused by the weaving traffic generated by the close proximity of the Blaine Street entrance ramp and University Avenue exit ramp.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

The study area contains commercial and residential land uses.

The project would not change land uses in any way that would result in additional diesel truck traffic to or from the study area.

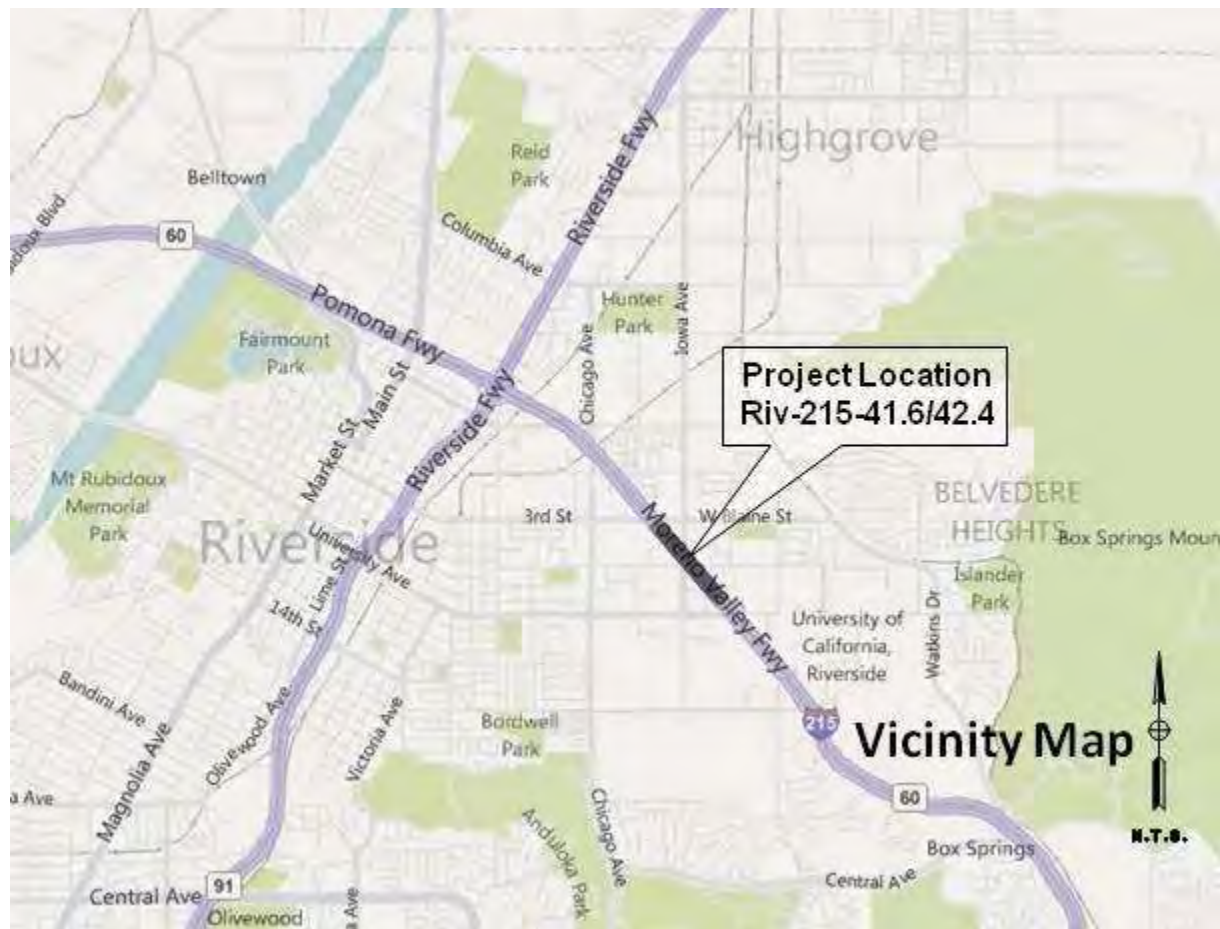
<p><b>Opening Year (2012): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p><b>Build- LOS: D, AADT:148,100, % and # trucks: 8% and 11,848, truck AADT of proposed facility:6280</b></p> <p><b>No Build- LOS: F, AADT:148,100, % and # trucks: 8% and 11,848, truck AADT of proposed facility:6280</b></p> <p><b><u>Note:</u> truck AADT of proposed facility includes only soundbound traffic on I-215.</b></p>
<p><b>RTP Horizon Year / Design Year (2035): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p><b>Build- LOS:E, AADT: 194,600, % and # trucks: 10% and 19,460, truck AADT of proposed facility:10,313</b></p> <p><b>No Build- LOS:F, AADT:194,600,% and # trucks: 10% and 19,460, truck AADT of proposed facility:10,313</b></p> <p><b><u>Note:</u> truck AADT of proposed facility includes only soundbound traffic on I-215.</b></p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>N/A</p>
<p><b>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>N/A</p>
<p><b>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>)</b></p> <p>By converting part of the existing shoulder width to extend the existing number 4 mixed-flow lane further eastwards beyond SB I-215 University exit ramp, the bottle-neck effect at Blaine interchange would be reduced. Thus, it is anticipated that congestion will be reduced.</p>

**Comments/Explanation/Details** *(attach additional sheets as necessary)*

The project does not qualify as a POAQC for the following reasons:

1. It is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123(b)(1)(i)). The project is to extend the existing southbound number 4 lane. The project would not increase the volume of traffic or the percentage of diesel vehicle traffic on I-215.
2. The percentage of diesel vehicles at the project is ten percent and would not increase as a result of the project (40 CFR Section 93.123(b)(1)(ii)). The project improves level-of-service and relieves congestion as discussed in “Describe potential traffic redistribution effects of congestion relief,” above.
3. It is not a new bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1)(iii)).
4. It is not an expansion of an existing bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1) (iv)).
5. There currently is a PM10 Maintenance Plan and Redesignation Request proposed for Coachella Valley in the county of Riverside. No areas of potential PM10 violations are identified in the proposed plan. Currently, there is no state implementation plan for PM2.5 and the proposed project is therefore not identified within an implementation plan as an area of potential violation. Pursuant to federal air quality guidelines a PM2.5 plan will be prepared by December 2012 (40 CFR Section 93.123(b)(1)(v)).

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hotspot analysis. The proposed project would not create a new, or worsen an existing, PM10 or PM2.5 violation.





INDEX OF PLANS

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY  
IN RIVERSIDE COUNTY  
IN THE CITY OF RIVERSIDE  
FROM BLAINE UNDERCROSS (PM 42.2) TO  
0.3 MILE EAST OF UNIVERSITY UNDERCROSSING (PM 41.2)

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

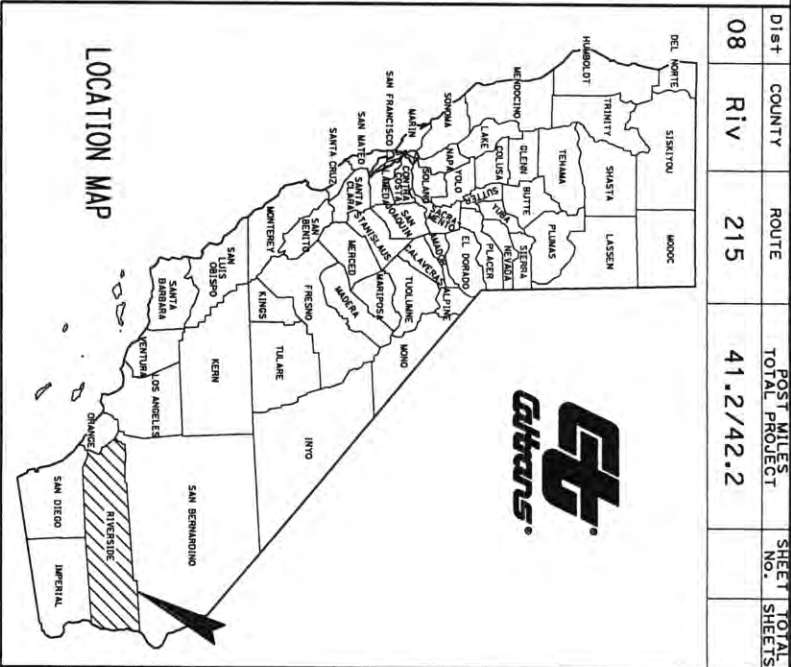
BEGIN CONSTRUCTION  
PM 42.2

Begin Work  
PM 42.6

END CONSTRUCTION  
PM 41.2

End Work  
PM 40.7

NO SCALE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
08	Riv	215	41.2/42.2	

DESIGN ENGINEER	PROJECT MANAGER
BIHARI MEHTA	MUSTAPHA IAALI

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)  
OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

BORDER LAST REVISED 7/2/2010 CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/

RELATIVE BORDER SCALE 0 1 2 3 USERNAME => s123298 DGN FILE => 08890\_TITLE.dgn

UNIT 0000

PROJECT NUMBER & PHASE 08000200741

CONTRACT No.	08-0N8904
PROJECT ID	0800020074

LAST REVISION 03-16-11

DATE PLOTTED => 05-MAY-2011  
TIME PLOTTED => 14:55

PROJECT ENGINEER DATE  
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
No. Exp. CIVIL  
STATE OF CALIFORNIA

LEGEND:

REMOVE EXIST AC PAVEMENT  
RECONSTRUCT AC PAVEMENT

EXIST. SECTIONS

- [A] - [9.0" PCC  
4.8" LCB  
7.2" AS]
- [B] - [7.8" PCC (CLASS A)  
5.4" AS (CLASS 2)]
- [C] - [8.0" PCC  
3.9" RMCTB (CLASS B)  
6.0" AS (CLASS 2)]
- [D] - [10.2" PCC  
6.0" LCB  
8.4" AS]
- [E] - [9.0" AC  
6.0" LCB  
8.4" AS]
- [F] - [10.2" PCC  
5.9" LCB  
8.5" AS]
- [G] - [7.1" AC (CLASS 2)  
5.3" AB (CLASS 2)  
10" AS]

PROPOSED DESIGN SECTION

- [1] - [12" mm AC  
16" mm AB (CLASS 2)]

Dist	COUNTY	ROUTE	POST MILES	SHEET TOTAL
08	RIV	215	41.2/42.2	No. SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
No. \_\_\_\_\_  
Exp. \_\_\_\_\_  
CIVIL  
STATE OF CALIFORNIA  
V. \_\_\_\_\_

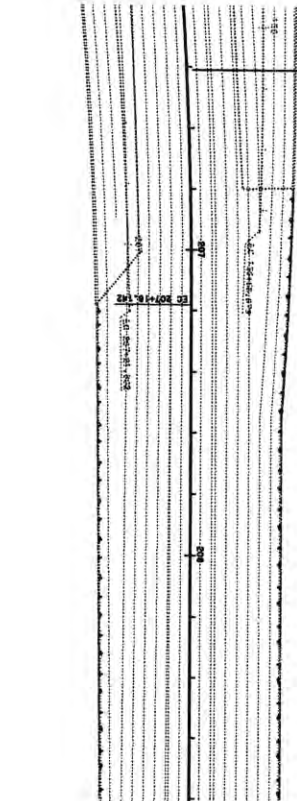


BEGINNING PROJECT LIMIT  
PM 42.563

BEGINNING CONSTRUCTION LIMIT  
PM 42.204

PM 42.163

MATCH LINE



"A1" LINE

I-215

VAR. 14.7-8.3  
HOV 12  
48  
10  
VAR. 0-17

PG SANCUT LINE  
VAR. 0-5.4  
5X

100 mm AC

ROUTE 215 SB

STA "A1" 215+62 TO 223+15.3

SECTION A-A

ALT 1 - PREFERRED ALTERNATIVE

LAYOUT

SCALE 1" = 100'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISD BY
		CHECKED BY	DATE REVISED

BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE  
IS IN INCHES


0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

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LAST REVISION 00-00-00  
DATE PLOTTED => 05-MAY-2011  
TIME PLOTTED => 14:30

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1/8" IN INCHES

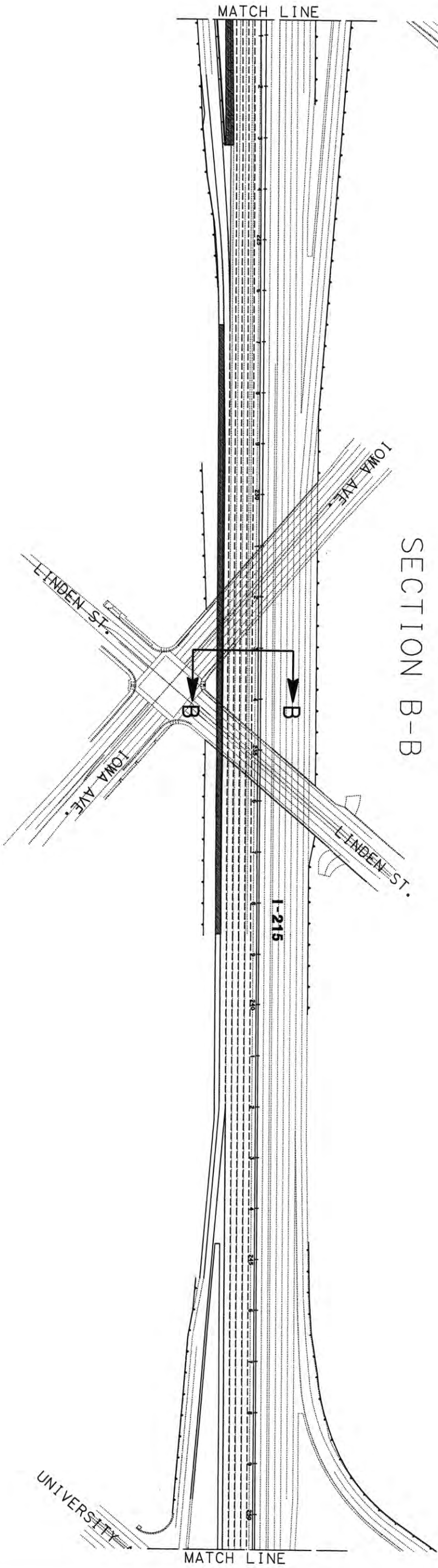


UNIT 0000

PROJECT NUMBER & PHASE

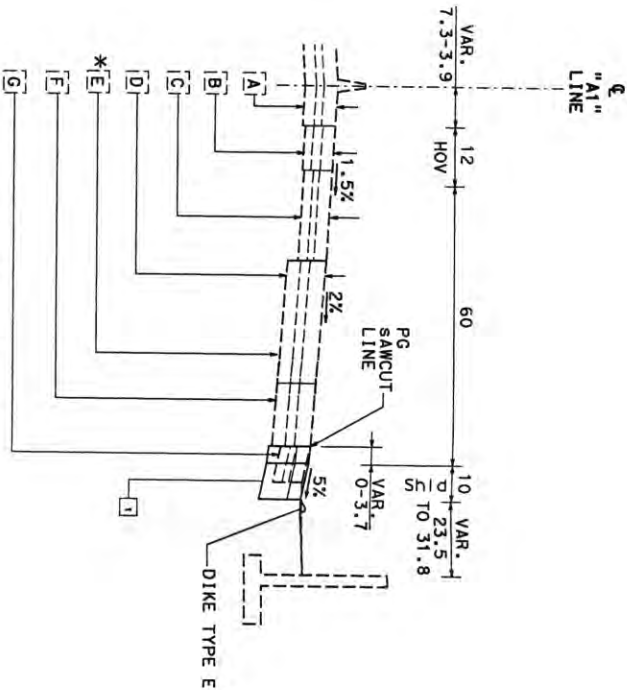
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LAST REVISION 00-00-00  
DATE PLOTTED => 05-MAY-2011  
TIME PLOTTED => 14:36



SECTION B-B

ROUTE 215 SB  
STA "A1" 226+67.5 TO 238+61.1

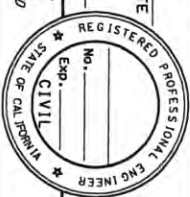



ALT 1 - PREFERRED ALTERNATIVE

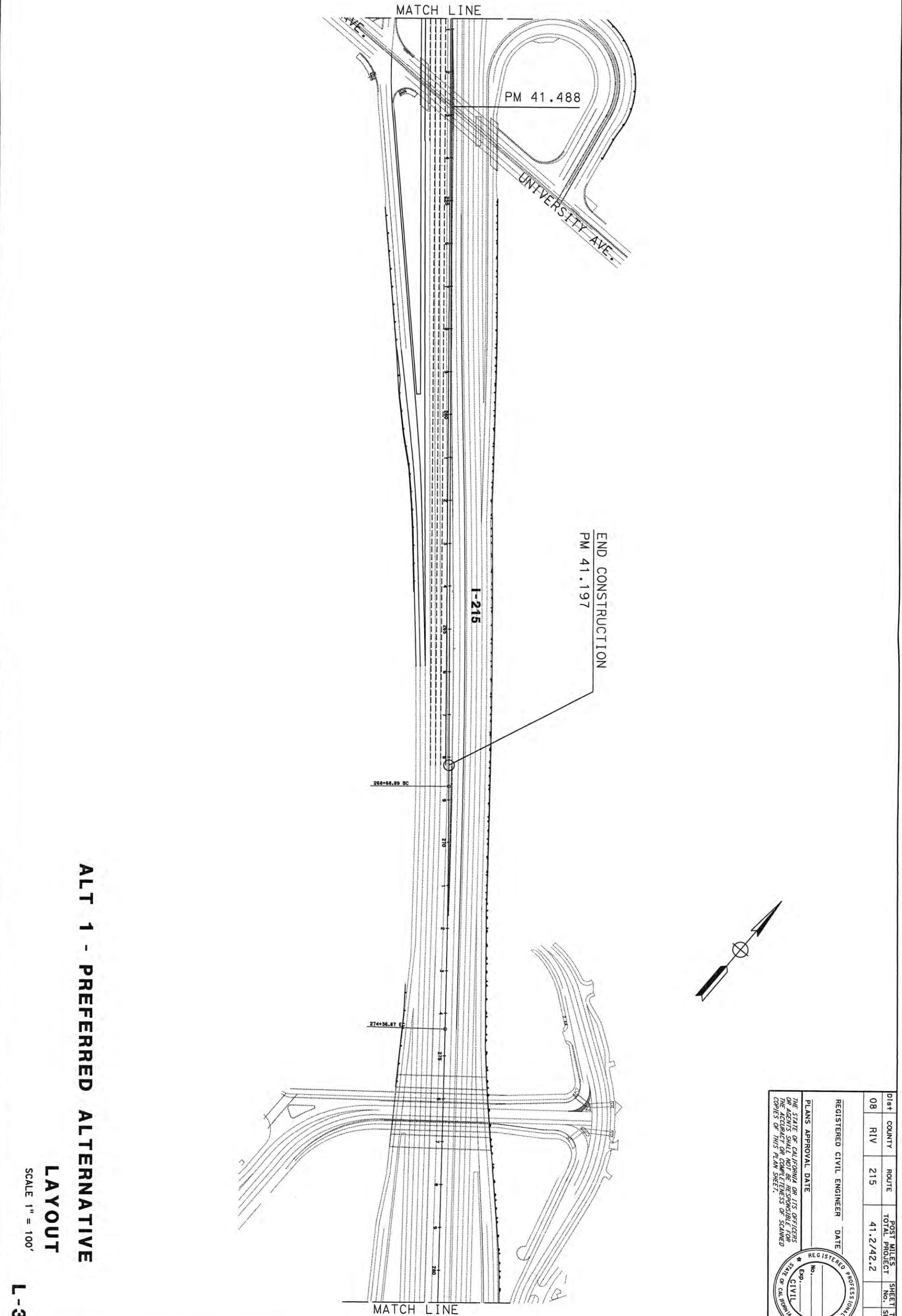
LAYOUT

SCALE 1" = 100'

L-2

Dist	COUNTY	ROUTE	POST MILES	SHEET TOTAL
08	RIV	215	41.2/42.2	No. SHEETS
REGISTERED CIVIL ENGINEER			DATE	
PLANS APPROVAL DATE				
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		CHECKED BY	DATE REVISED			



BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE  
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

000000000001

ALT 1 - PREFERRED ALTERNATIVE

LAYOUT

SCALE 1" = 100'

L-3


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
08	RIV	215	41.2/42.2	

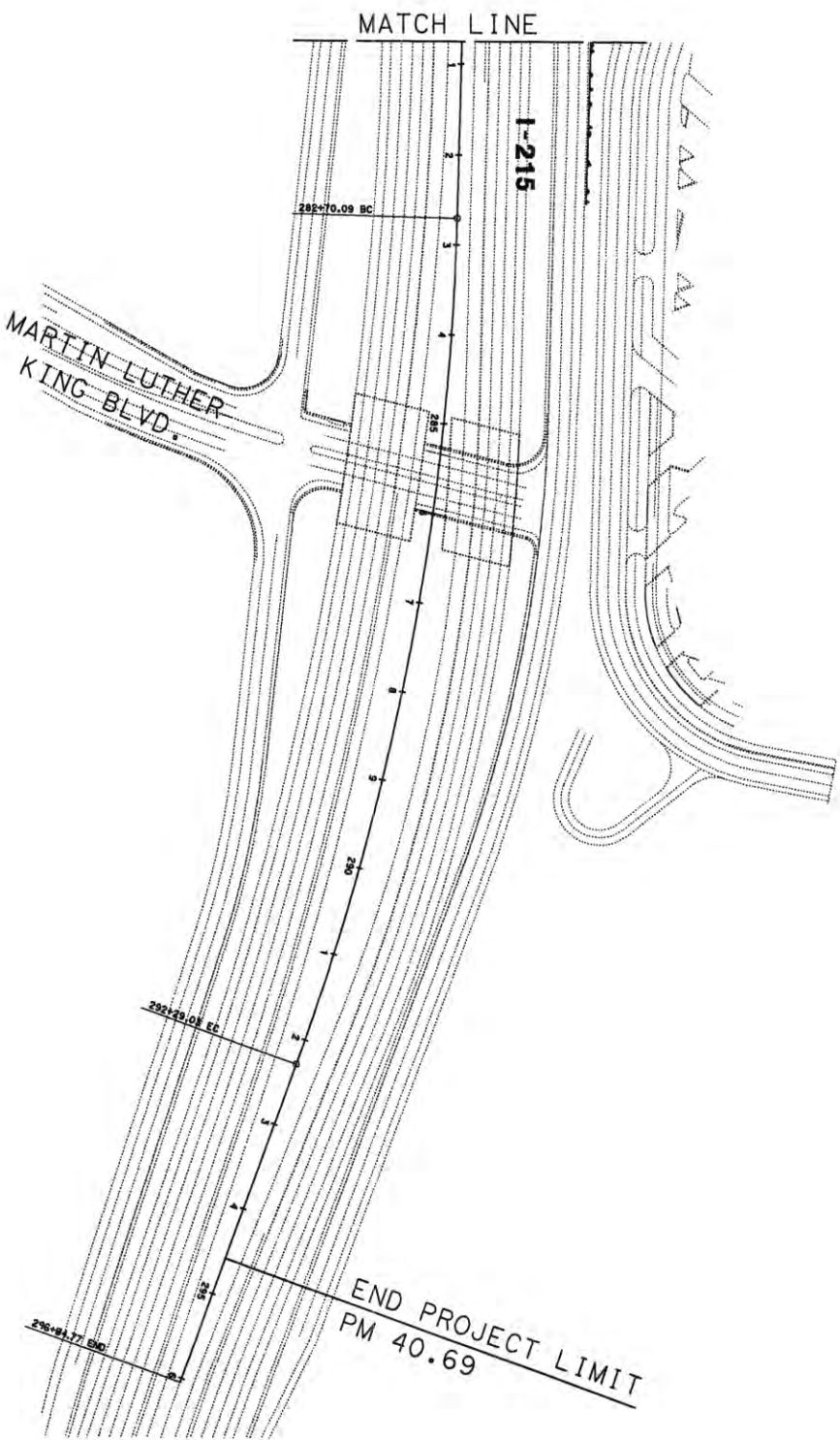
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
No. \_\_\_\_\_  
Exp. \_\_\_\_\_  
CIVIL  
STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY			
		CHECKED BY	DATE REVISED			



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
08	RIV	215	41.2/42.2	
REGISTERED CIVIL ENGINEER				
PLANS APPROVAL DATE				
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ALT 1 - PREFERRED ALTERNATIVE

LAYOUT

SCALE 1" = 100'

L-4

LAST REVISION 00-00-00 DATE PLOTTED => 05-MAY-2011 TIME PLOTTED => 14:34

BORDER LAST REVISED 7/2/2010

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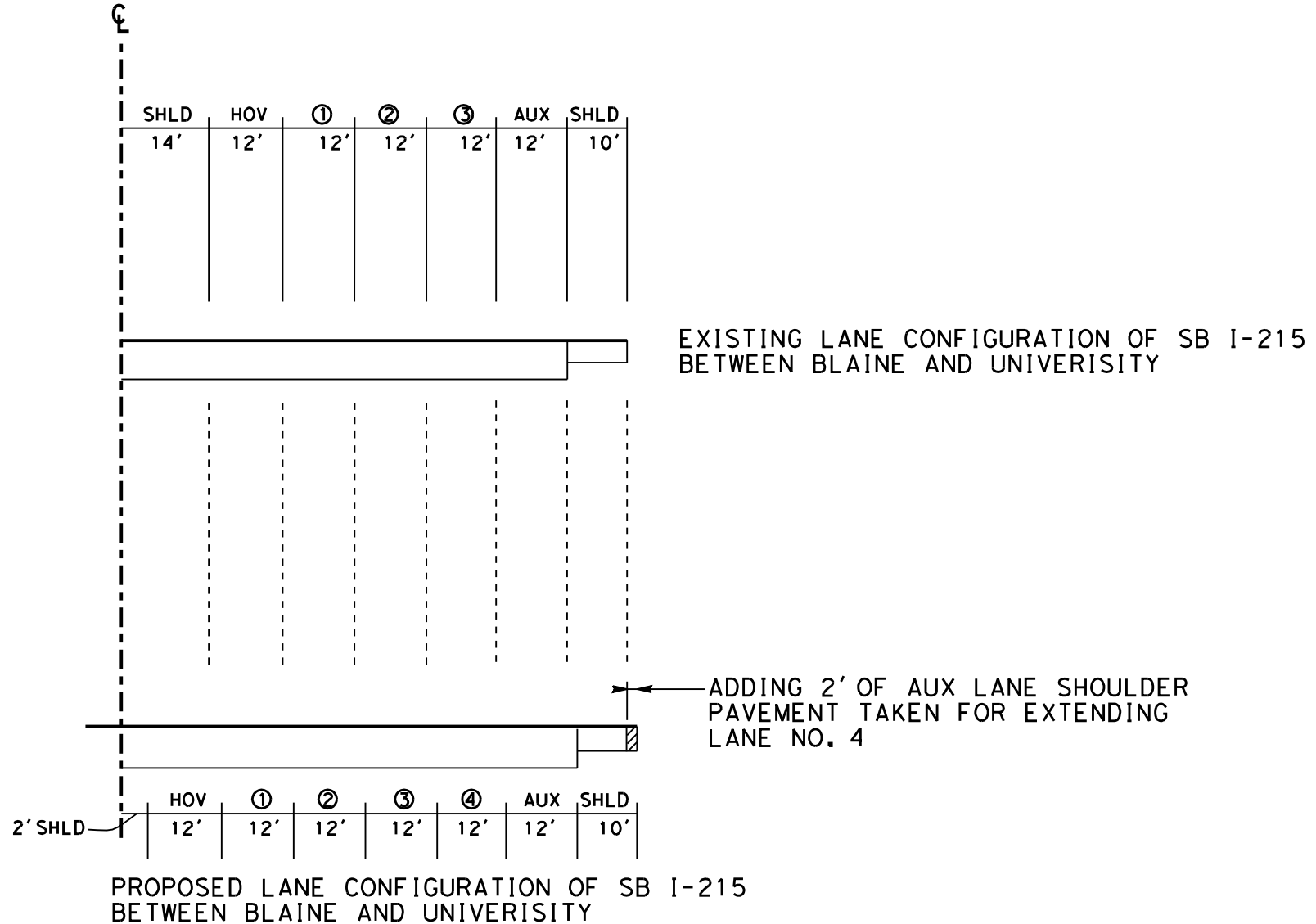
RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

000000000001



I-215 SB LANE RECONFIGURATION ONLY